

CONFIDENTIAL

GEOGRAPHIC INTELLIGENCE REPORT

THE LITHUANIAN COASTAL REGION

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MAPS AND PHOTOMAPS

- Enclosure A. Maps of the Lithuanian Coastal Region, 1:50,000.
- Enclosure B. Photomaps of the Lithuanian Coastal Region, approximately 1:25,000.

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THE LITHUANIAN COASTAL REGION

I. Introduction

This study is an analysis of selected geographic aspects of the Lithuanian coastal region. The region extends from the Baltic Sea and the Kurland Lagoon on the west to the meridian of 21°30'E on the east, and between east-west lines drawn inland from the coastal points where Lithuania borders Latvia on the north and Kaliningradskaya Oblast' (former East Prussia) on the south. The Kurland Spit, which parallels the southern half of the coastline, is not included since it will be treated in detail in the second study of this series.

II. Terrain and Vegetation

The dominant characteristic of the Lithuanian coastal terrain is its levelness. Lowlands and plains with a slight downward slope toward the south and west are the chief features of the landscape. Most of the region lies below 150 feet in elevation. Only along the eastern edge of the northern half and on the sandy peninsula that parallels the southern part of the coast are elevations in excess of 150 feet.

On the basis of landforms the region can be divided into three parallel belts, which are oriented in a generally north-south direction. The first is the narrow sandy strip along the shore, which south of Klaypeda (Memel) continues as the Kurland Spit. Behind this sandy belt is a wet lowland. In the north the lowland is narrow, but the width increases progressively to the south and, at the

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southern border of Lithuania, extends across the entire width of the coastal region. For the most part the lowland is an intermixture of swamps and meadows. From Klaypeda southward, however, the western part of the lowland borders the Kurland Lagoon (Kurisches Haff, Zaliv Kurish Gaf), an inlet of the Baltic Sea. Low, rolling terrain in the east makes up the third belt. The width of this rolling land is greatest in the north and tapers out rapidly to the south. In the south the rolling land lies completely to the east of the Lithuanian coastal region.

A. The Coastal Belt

The first belt is characterized by a smooth, almost straight, coastline and by narrow, generally sandy beaches backed by an almost continuous dune ridge. Most of the dunes appear to be stabilized by a thin cover of grass and low bushes. Forest is limited to patches, predominantly of birches and pines, on the inland margin of the dunes. In the northernmost section, from the Latvian-Lithuanian border southward for about 5 miles, the belt averages 300 to 600 feet in width. Near the village of Shventoyi (Shventoji), however, the width increases locally to about 1,000 feet. Along this portion of the coast a line of dunes rises abruptly from the narrow beaches to heights of 25 to 50 feet. Near Uzhkanavs (Uschkanamen) the inland margin of the dunes is forested.

Between Uzhkanavs and Palanga (Polangen) the coastal strip is somewhat wider, ranging from 1,000 feet to as much as one-half mile in width. The coastal slopes of the dunes along this section of the

coast decrease in steepness from Uzhkanavs southward to Palanga, but the heights of the dunes are about the same as those north of Uzhkanavs. Near Palanga the beach broadens considerably and provides the site for a bathing beach that was very popular before World War II.

An unimproved road, which parallels the entire coastline from the Latvian border to Palanga, runs for the most part along the landward side of the dune strip. Along the entire length of this road, there is an almost continuous string of houses, spaced at intervals of 100 to 200 yards or less. The only extensive break in this line of houses is just north of Uzhkanavs, where there is a complete absence of houses in the half-mile stretch north of the small stream that cuts across the dunes to the sea.

South of Palanga the sandy belt narrows, the average width for the 5-mile coastal stretch south of Palanga being only 150 to 300 feet. In this area the dunes are lower than farther north, with a ridge about 15 feet high backing the sandy coastal strip. On this ridge, directly south of Palanga and Nimerzat, are forest patches (Figure 1) measuring over 1.0 and 0.5 miles in length, respectively.

Between Karkel'bek and Klaypeda the sandy beach narrows still further; the maximum width here is only 150 feet (Figure 2). At many points, however, the beach is almost completely absent and a ridge ranging from 15 to 60 feet in height comes practically to the shoreline. Before World War II, a continuous stand of forest extended along this portion of the coast. In the 2-1/2 mile stretch south of Karkel'bek the forest strip was narrow, generally less than one-half mile wide,



Figure 1. Vegetation on the coastal ridge southwest of Palanga.



Figure 2. Sandy beach on the Baltic Coast north of Klaypeda.

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and began at the seaward edge of the ridge. Farther south, near Klaypada, there is a line of houses along the coastal edge of the ridge, and the forest strip begins about one-third of a mile inland. The forest is somewhat wider in this stretch, generally measuring over a mile in width (Figure 3).

Near Klaypada the sandy belt is interrupted for a short distance by the inlet to the Kurland Lagoon but continues again in the form of a narrow peninsula, the Kurland Spit, which separates the southern part of the coastal region from the open sea. This peninsula projects northeast and then north for about 52 miles from the mainland of Kaliningradskaya Oblast'. Gradually the peninsula approaches the coast and at its northernmost end, opposite Klaypada, is only 500 yards from the mainland. The peninsula, which has an average width of about 1-1/2 miles, consists of a chain of narrow, white dunes that attain an elevation of about 200 feet near the Lithuanian SSR-Kaliningradskaya Oblast' boundary line. For the greater part the dunes are covered with trees, but there are extensive strips of bare high dunes south of Mida (Widden) and Yuodkrante (Schwarzort). Most of the dunes have a gentle western slope and a steep slope on the eastern side facing the lagoon.*

Movement on foot over much of the sandy western belt is hampered somewhat by loose sand and the steep slopes of some of the dunes.

* This peninsula will be treated in greater detail in the second study of this series.



Figure 3. The southern edge of the forest patch northwest of Klaypeda, with inlet to Klaypeda Harbor in the background.

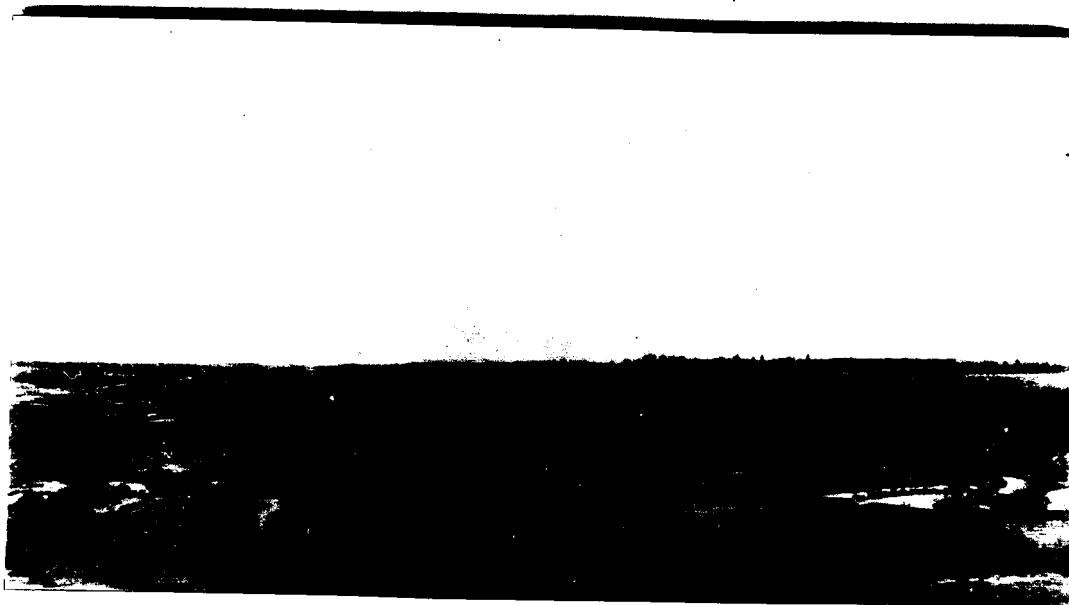


Figure 4. View near Klaypeda, probably in the Dange Valley.

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The belt, however, is very narrow and could be crossed in a few minutes. Consequently, it is not much of an obstacle. The scant vegetation of the sandy belt makes concealment difficult, but there are many small depressions between the dunes that provide concealment from observation from land.

B. The Lowland Belt

The second belt is a wet lowland which extends uninterruptedly behind the sandy coastal belt from the Latvian border south to the boundary of Kaliningradskaya Oblast'. The terrain ranges from level to gentle rolling (Figure 4). At a few points elevations reach 100 feet, but throughout most of the belt even the higher land is only 60 to 75 feet in elevation. A large proportion of the belt is a complex mixture of alternating meadow and swamp, all of which is passable on foot. The swamp vegetation consists chiefly of high tussock grasses, reeds, and cattails, with small clusters of birch and pine on the slightly higher mounds.

The northernmost portion of this lowland is narrow, averaging only about three-fourths of a mile as far south as Uzhkanavs. Hillocks interrupt this lowland surface in a few places north of Shventoyi. Between Shventoyi and Uzhkanavs a network of drainage ditches forms a rectangular pattern throughout the lowland, and there the brush on the better drained areas is somewhat denser than in the swamps.

Opposite Uzhkanavs the lowland broadens out, covering an area from 6 to 10 miles in width. This portion of the lowland, which continues uninterruptedly to the southern border of the coastal region, has the appearance of a crazy quilt, with patches of swamp, meadow, cultivated

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land, and forest mixed together. The lower areas are generally swampy. The largest swamp is located 2 miles east of Uzhkanavs. It occupies a north-south depression between higher forested terrain. Two spurs of this swamp extend southward toward Palanga and Ryauleikyay. An extensive strip of swamp also borders the Tenzhe River. Meadow occupies a fairly large proportion of the area, including the drier portions of the swamps. Small patches of forest are also scattered throughout the area, generally on the higher land. Cultivation is generally restricted to small fields near the settlements.

About a mile south of the Palanga-Kretinga road the character of the landscape changes noticeably. The area is crisscrossed by a dense network of drainage ditches, the northern border of which coincides with the former boundary between Lithuania and the Mamel (Klaypada) area of German settlement. Much of the excessively wet land was reclaimed by intensive drainage efforts in the past and a high proportion of the area is under cultivation. The proportion of swamp and meadowland is markedly lower than to the north, and the density of settlement and roads is considerably higher.

The landscape from Klaypada southward is much like that between Klaypada and the northern boundary of the former Mamel territory. An extensive area of coastal swamp, however, begins about 8 miles south of Klaypada and continues to the southern boundary of Lithuania with only one break in its continuity. To the southward, the swampy area widens until it covers the entire width of the coastal region at the southern border. A flat ridge of sandy-loam, whose

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highest elevation is only 35 feet, cuts across the swamp in a southwestern direction from the village of Lankruppen. Because of the drier terrain, the population density on the ridge is markedly higher than in the surrounding areas. The ridge projects into the Kurland Lagoon interrupting the otherwise smooth coast line by forming the Vindenburg Peninsula. The northern edge of the peninsula has a steep slope facing the sea, but the southern edge is flat and in places swampy.

In the area south of Klaypeda much of this coastal swamp has been reclaimed by a crisscross network of drainage ditches, and patches of meadow are scattered throughout the swamps, as well as several large peat bogs.

Movement in the second belt is hampered, especially in spring, by the scattered swamps that occupy a large proportion of the land. According to the best large-scale maps, however, even the larger swamps are passable on foot at all seasons.

C. The Eastern Belt

The third and easternmost of the coastal belts is characterized by a drier, more rolling landscape. It is broadest in the north, where it approaches within a mile of the coast. As it extends southward the belt swings eastward rapidly until it leaves the region at a point a few miles south of the latitude of Klaypeda. Elevations are higher than in the first two belts. Most of the area is between 125 and 250 feet above sea level. Elevations in excess of 250 feet are found at only a few points along the eastern boundary of the region. This belt contains

more forest land than either of the other belts. Most of the higher, drier areas are in forest. The small swamps and meadows are located chiefly along the courses of the streams.

Most of the forest consists of mixed coniferous and deciduous species, with a predominance of conifers. Spruce and Scotch pine are most abundant. The characteristic deciduous trees include the oak, linden, white birch, hornbeam, and in some places the ash and alder. The undergrowth of shrubs associated with the mixed coniferous-deciduous forest is discontinuous and is almost lacking where mature forest trees (especially spruce) form an unbroken cover. Shrubs grow thickly and abundantly at the margins of most of the forest areas. Characteristic flora of the shrub layer are hawthorn, dogwood, spindle-tree, alce, guelder-rose, and mountain ash, in addition to seedlings of the dominant tree species.

Movement on foot is relatively easy in this third coastal belt. Slopes rarely exceed 5 percent. The most notable obstacle to movement is found along the Miniya River upstream from Gargzhday, where the valley wall has a steep slope, with heights ranging up to 150 feet. The numerous tracts of forest and the rolling terrain offer better opportunities for concealment than are found in the two western belts. Movement through the wooded sections is not seriously restricted by the vegetation except at breaks in the continuous canopy of mature trees, where the dense growth of shrubs is difficult to penetrate, and at the margins of the forest, which are characterized by thickets of small trees and shrubs. Movement is facilitated in most forested sections by swathes cut through the forests.

III. Hydrography

A great number of rivers, streams, drainage ditches, and canals crisscross the Lithuanian coastal region. With few exceptions the rivers are small and flow through weakly defined valleys. They drain the region inadequately and much of the surrounding countryside is in meadow or swamp.

A. The Neman River

The most important river in the area is the Neman (Mamel, Nemunas, Russ), which flows in a generally northwestward direction and empties into the Kurland Lagoon near the southern margin of the region. In the vicinity of Rus the Neman River divides into three main branches. The northern branch continues from this point as the Atmate River, the central as the Pokallna, and the southern as the Skirvit. These branches are further ramified and interconnected, in part by canals. The wide delta formed by these branches is flooded in spring, making movement on foot difficult.

Upstream from Rus, within the coastal region, the Neman River has a normal width of 650-1,000 feet. At high water level it is from 2 to 4 miles wide. The depth of the navigable channel at average low water is 4 to 5 feet and the greatest depths, at the river bends, are 23 to 33 feet. The river bed is sandy for the most part, but some small sectors are rocky. The banks, however, are sandy, clayey, or swampy. At low water the velocity of the river is 1.3 to 1.6 feet per second, at medium water level 2.0 to 2.3 feet per second, and at high water level 3.3 to 4.3 feet per second. A small island, overgrown with reeds,

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is located in the vicinity of Raggeningken. Just upstream from this island is the mouth of the Leite River, a right bank tributary of the Neman, which flows in a general westward direction. It has a width of 65 to 100 feet and a depth of 1.5 to 10 feet. The river bed is, for the most part, sandy.

Surrounding the Neman are lowlands crossed by dead channels, streams, and drainage ditches. The area is covered with meadows and small wooded areas. The large extent of boggy land is interspersed with swamps that are passable. Except for numerous elevated dunes, much of the land along the river is flooded at high water. Observation is handicapped but concealment is aided by a growth of willow and alder.

The Atriate is 645 to 1,000 feet wide and from 5.3 to 6.6 feet deep. The bed is sandy and the riverbanks are for the most part sandy, although in some sections the river is bordered by swamps. The highest velocity of the river is about 3.3 feet per second. A right bank branch of the Atriate is the Augstmalis-Flus. It flows into Ozero Krakorortar-Land, a 1,750-acre lake that is overgrown with weeds and has almost inaccessible shores. Many canals and drainage ditches branch off from this lake. The Shis-Flus, another right bank tributary of the Atriate, has a depth up to 6.5 feet and is navigable as far as Khaydiekrug. The area surrounding the Atriate River and its branches is lowland containing swamps and meadows. During high tide the river banks are flooded. Observation from the river is obscured by willows and underbrush along the banks.

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The Pokallna, the central branch, has a length of 5 miles, a width of 130 to 160 feet, and a depth ranging from 2 to 7 feet. The river bed is solid, the banks mostly low, and the current is negligible.

The Skirvit, the southern branch, is 360 to 425 feet wide at average water level and at high water is as much as 1.5 miles in width. The depth is about 6.5 feet. The river channel is sandy. The banks are low and irregular and, in some sections, are protected by dams and shore reinforcements. Banks are clayey, sandy, or in places swampy. Velocity ranges from 1 foot per second to 3.3 feet per second.

The area surrounding the Pokallna and Skirvit rivers is mostly in meadow, with scattered areas of swamp. The greater part of the area is flooded during high water. The land along the upper and middle course of the Skirvit is traversable except during floods, but the swampy and heavily reeded flood area of the lower river course is inaccessible, even at low water.

B. The Miniya River

The Miniya (Min'ya, Minge) River flows southward across practically the entire coastal region and empties into the Kurland Lagoon in the southern part of the coastal region. The major tributaries drain the land to the east of the Miniya. South of Lankuygen the Miniya connects with the Klaypeda area of the Kurland Lagoon via the König-Wilhelm Canal. In width the river ranges from 65 to 230 feet and in depth from 1 foot to 21 feet. The river bed of the upper course is stony and that of the lower course sandy. Near the mouth the banks are almost level and are either sandy or swampy. The

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velocity of the river varies from 1.5 to 6.5 feet per second.

C. The Dange River

In the vicinity of Bayoray, the Tenzhe and Akmena rivers merge to form the Dange. Flowing southward, the Dange empties into the northern neck of the Kurland Lagoon at Klaypeda. The river is 33 to 50 feet wide and at high water level may reach widths of 650 feet. Its depth ranges from 1.5 to 15 feet, and its velocity is about 3 feet per second. The immediately adjacent area is fairly dry. The river valley is rather narrow, and in some stretches is bordered by steep embankments.

D. The König-Wilhelm Canal

The 15-mile König-Wilhelm Canal (Karalyans Vel'khe'l'mo Kanalis) parallels the eastern side of Kurland Lagoon, extending from Gavan' Khol'ts Krafen in the north to the Miniya River in the south. Its width is 93.4 feet, and its depth at average water level is 7.5 feet. A navigation lock is located at Lankuppen. A branch canal in the vicinity of Dreverna permits the passage of fishing boats from the Kurland Lagoon into the canal system. The width of the main canal is 65 to 200 feet, and its depth is 1.5 to 10.0 feet. Most of the adjacent area is damp and contains bogs and peat meadows. The northern part, however, is sandy and forested.

E. Coastal Characteristics

The offshore depth of the coast north of Klaypeda averages about 6 feet. The surf is moderate to heavy, and there is a general southern drift. The depth in the inlet to Klaypeda harbor normally

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averages 27 feet, but the harbor is subject to heavy silting. At Klaypsda ice usually begins to form about 16 December and disappears by 19 March.

The northern part of the Kurland Lagoon averages from 3 to 6 feet in depth. South of Kinten, depths are generally in excess of 12 feet. From about 6 miles south of Klaypsda, the entire eastern shore is fringed with huge rushes and reeds.

IV. Population and Settlement

Except for the area surrounding Klaypsda, where the population averages over 125 persons per square mile, the population density for the coastal region is approximately 60 persons per square mile. Settlement is unevenly distributed. On the coastal strip north of Palanga settlement is light, consisting of individual farmhouses and a few small villages. For approximately 5 miles inland from this coastal stretch, the land is swampy and settlement is light. Farther east, farmhouses and villages again become more numerous. From a few miles south of Palanga to about 8 miles south of Klaypsda, settlement is denser and individual farm houses and small settlements are uniformly distributed from the coast inland. South of this area settlement again becomes light, with a few areas of denser concentration on the Vindenburg Peninsula and in the vicinities of the small towns of Klaydekrug and Rus.

Settlement in the region is predominantly rural and is characterized by a preponderance of individual farmhouses rather than villages. Small

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villages are less numerous than is common in the European USSR. The effect^{of}/collectivization on village growth or on grouping together of the individual farmhouses is not known. The villages are usually elongated, with scattered houses along both sides of rural roads. They range in size from 4 to 50 households, estimated at 4.38 persons each. The larger villages generally have irregular patterns, with several crossroads and side roads.

Large villages (sometimes referred to as small towns) in the region are:

Butinge	56°03'N-21°07'E	Iokubovas	55°49'N-21°21'E
Shventoyi	56°01'N-21°05'E	Gargzdai	55°43'N-21°05'E
Lazdininkai	56°00'N-21°12'E	Rus	55°18'N-21°24'E
Darbenay	56°01'N-21°16'E	Khaydekrug (Keydekrug	
Palanga	55°55'N-21°04'E	or Shilute)	55°21'N-21°29'E
Kretinga	55°53'N-21°15'E	Shibben	55°21'N-21°30'E

Some of the larger villages such as Darbenay have populations of over 1,000; Palanga has 3,000, and Kretinga has 5,500 people. The population of most of the large villages has increased since World War II; some of them have doubled in size.

None of the villages or centers has any great economic significance. Shventoyi is a fishing port, which has expanded somewhat in the postwar period. Palanga, situated in the dunes, is a summer health resort; it also has several amber grinding plants. Kretinga has a number of sawmills and a few textile and machine plants.

Klaypeda, with an estimated population of 50,000 to 100,000, is the only large urban center within the coastal region. The harbor (Figure 5) has always been and still is the economic center of the town, even though the number of industries has increased. The

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Figure 5. Aerial view of Klaypeda Harbor.



Figure 6. Danga River lumber-mill area in Klaypeda.

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numerous industrial plants are located on the outskirts of this widely spread town. The main industries include a shipyard, a chemical plant producing fertilizer, textile factories, a slaughterhouse, a plywood plant, lumber mills (Figure 6), grain mills, and a cellulose plant that employs more than 1,000 workers in three shifts.

V. Ethnic Composition of the Population

Lithuanians comprise the predominant ethnic group in the coastal region. They are of medium stature and thickset, with long bodies. They have very broad foreheads, wide set eyes, and short noses. Usually they have blond or light brown hair and blue or gray eyes. Individuals show admixture with Germans and Russians and some with Volga Tatars. The Lithuanian language is sometimes classed as a Baltic branch of the Slavonic group, to which it is nearest akin. Characters in the alphabet are the same as those used in English, with some additional diacritical marks.

Although Lithuanians are the dominant element throughout the region, Russians, Ukrainians, Germans, and other minorities are found, especially in the urban centers. In some cases the minority groups outnumber the Lithuanians in towns. The dominant ethnic group in Klaypeda is Russian (about 45 percent). This group, which has replaced the Germans in Klaypeda, was practically nonexistent before World War II. Ukrainians are the second largest group, constituting 10 percent. Another 5 percent is made up of miscellaneous other minorities from the Soviet Union.

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In the spring of 1951, all Germans were exiled from Lithuania except those ethnic Germans who were born in Lithuania or in the Klaypada region. These were compelled by decree to stay in Lithuania. In Klaydekrug is an estimated 2,000 to 3,000 people that were affected by the decree and had to remain as newly designated Lithuanians.

Lithuanians are principally of the Roman Catholic Faith.

VI. Transportation

A. Railroads

The Lithuanian coastal region has an adequate rail net. Its entire north-south expanse can be traversed by rail, and connections with the interior of Lithuania can be made from both the northern and southern parts of the region. The coastal lines also tie in with the Latvian railway system to the north and the rail net of the Kaliningradskaya Oblast' to the south. In addition several short narrow-gauge lines extend eastward from Klaypada. Rail traffic focuses on the commercial port of Klaypada. Kretinga is a secondary interchange point.

There are three major rail lines within the coastal region. Two of these lines start at Klaypada. One runs northward through Darbenay to Prekule in Latvia; the other runs southward through Klaydekrug to Pagegray (beyond the eastern limits of the coastal region), where it connects with lines to the Kaliningradskaya Oblast' and the interior of Lithuania. The third major line runs eastward from Kretinga to Kuzhay, in the interior of Lithuania. Only 12 miles of this line lie within the coastal region.

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All three major railroads are single-track, Soviet broad-gauge (5 feet) lines. At present they are well maintained and are in excellent operating condition. There are strong indications that the railroads, especially yard and bridge areas, are patrolled. In places where the railroads pass through forested areas, the forests have been cleared for as much as 300 feet on both sides of the right-of-way. Most of the important railroad men--such as engineers, firemen, station masters, and brakemen--are Russians. Lithuanians, for the most part, are employed in the less sensitive and more subordinate positions.

According to the 1950 Soviet timetable, at least one scheduled passenger run per day, in each direction, operates over each of the major lines. The short Klaypeda-Kretinga stretch has more frequent service, with two trains per day. Stops are numerous and no fast express trains operate on any of the scheduled runs.

All of the minor railroads are narrow-gauge lines. A small net of meter-gauge (39.37 inches) rail lines serves the local needs of Klaypeda. The longest of these lines runs 16 miles southeastward from Klaypeda to Aysenay. Other lines terminate at Gargzhday, 9 miles east of Klaypeda, and at Plikken, 7 miles northeast of Klaypeda. No current information is available on the operation of the Klaypeda narrow-gauge net.

The most recently constructed rail line of the coastal region runs between Dabney and the fishing port of Slaventyi. The line was constructed during the German occupation. As of 1950 the gauge was 4 feet, 8 inches, but it may have been changed since then to

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conform with the broad-gauge main line through Darbenay. The line has no scheduled passenger runs.

B. Roads

The roads, though heterogeneous in character, are on the whole coordinated into a fairly effective system. The basic pattern consists of groups of roads radiating from each of the larger settlements; these clusters are then tied together by the through routes which radiate from Klaypada.

The greatest density of roads and the only concentration of hard surfaced roads is found in an area bounded by Klaypada, Palanga, Kretinga, Gargzhlay, and Khaydekrug. The area includes a fairly large part of the coastal region. North and east of this area and in the swampy zone west of the Klaypada-Khaydekrug rail line, the number of roads declines rather sharply, and most of the roads are unimproved.

The main route across the northern part of the coastal region begins at Klaypada, parallels the rail line and goes through Kretinga and Darbenay. The Klaypada-Palanga-Khaydekrug road is the principal route across the south. This road follows the rail line. The western extremity of the main highway connecting the Baltic Coast with Kaunas runs eastward from Klaypada through Gargzhlay. All of these main routes are hard surfaced. They are the only all-weather routes in the coastal region. No good roads follow the coast line.

The three principal roads are approximately 30 feet wide and are constructed of crushed rock over a layer of sand. Over stretches of considerable length one of the shoulders has been compacted to form a narrow lane for use by horsedrawn vehicles during the summer. The

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many hard surfaced roads behind Klaypeda are either of crushed stone or compacted gravel. The latter is probably the more common. These roads range between 10 and 20 feet in width. Throughout the remainder of the coastal region, dirt lanes or roads having a surface of loose, unconsolidated gravel predominate. They are generally less than 12 feet wide. Traffic on these roads consists chiefly of horsedrawn vehicles.

During spring all road traffic is seriously curtailed by muddy conditions, which set in during the latter part of March. Normal traffic flow is maintained only on the major through routes. The surfaced roads of the Klaypeda hinterland dry rapidly, and normal flow of traffic is resumed after three or four weeks. The dirt lanes may remain practically unusable for many weeks.

No information is available on bus service in the coastal region except that Klaypeda has a city bus line.

VII. Military Installations*

According to the available data, the Lithuanian coastal region is less militarized than either the Kaliningradskaya Oblast' to the south or the coastal region of Latvia to the north. Most of the known installations are concentrated in the vicinity of Klaypeda. They are all surrounded by tight security zones.

* Locations of military installations are based entirely on information readily available to CIA. In most cases, only approximate locations can be given.

The air facilities consist of four airfields; one seaplane anchorage; and radar installations in the immediate vicinity of Klaypada. The airfields are small, without hard-surfaced runways, and of no great importance. With exception of the Khaydekrug field, all are used by the Soviet Air Force as reserve fields, probably as fighter defense bases or for pilot training. The Khaydekrug field is used for miscellaneous purposes, such as courier and ambulance service. The Klaypada seaplane anchorage is used by the small seaplanes of the Soviet Naval Air Force, probably for patrol purposes.

Two fields are located in the northern part of the coastal region near the Baltic Sea. The Pal'yepgirey field is 4-1/2 miles northeast of the small settlement of Pal'yepgirey. The other field is located 2 miles north of Palanga and 1-1/4 miles from the Baltic coast.

The Klaypada airfield is located 1-1/2 miles southeast of the city, near a small lake. The surrounding area is heavily guarded, and the civilian population has been moved away. The seaplane base is just south of the Klaypada harbor. The airfield at Khaydekrug is located 2 miles southeast of the town.

Part of the Klaypada harbor serves as a submarine base. Operational activity is probably slight, since no submarines appear to be assigned here permanently. Minefields have been planted along the seaward approaches to Klaypada.

Coastal defense guns are located on the shore north of Klaypada, at the entrance to the Kurland Lagoon but their number or disposition is not definitely known. Anti-aircraft artillery is located in the Klaypada vicinity. Some intelligence reports speak of rocket launching

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platforms along the coastal strip between Klaypeda and Pulanga.

A group of army barracks and an adjacent parade ground are located just northwest of Klaypeda. A high barbed-wire fence surrounds the area. An old fort, the present status of which is not known, is located on the inner margin of the northern tip of the Kurland Spit.

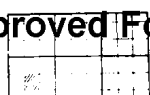
No information has been uncovered regarding offshore or onshore barriers that may have been erected as part of the area's defense fortifications. Inland, the only man-made obstacles to movement are the multitude of brushwood fences that crisscross the cultivated areas.

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Bildplan

Entzerrungsunterlage
Karte 1:24.000 Nr. 0192

Großblatt 1a



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Nimmersatt



1:25000
Sep 1944
F 1507/44
F 1506/44
Befl Lw

Mit Heeresmeldenetz (DHG)

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Entzerrungsunterlage
Karte 1:25 000 Nr. 0594

proved

Ais Schießkarte geeignet

Das ist ein geheimer Gegenstand.
Mißbrauch ist strafbar.

Kukoreiten 13



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Quantification

Bildplan

Entzerrungsunterlage
Maßstab 1:25.000 Nr. C393

Großblatt 1



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DT/PM 1(4)

D 0393 8

Götzhöfen



F 1504/44
Sept 44
F 1503/44

Mit Heeresmeldenetz (DH6)

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Maßstab 1:25.000

Meldebeispiel: an Ortsanmeldung
Dw 4d Streifenkreuzung
Kartennote
Dw 4d 73



Bildplan

Größßstab 1

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DT/PA21(a)

D 0394

Dawillen

0394



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F 1504/44
Sept 44
F 1503/44

Mit Heeresmeldenetz (DHG)

Maßstab 1:25000
0 500 1000 1500 2000 m

EW 3d 73
INFORMATION

WILKIE

Bildplan

Entzerrungsunterlage
Karte 1:25 000 Nr. 0292

Großblatt 1



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D 0292
Memel

4



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Mit Heeresmeldenetz (DHG)

Objektbezeichnung
BU 66 Gehör
60 Funkbezeichnung
BU 66 73



Bildplan

Entzerrungsunterlage
Karte 1:25000 Nr.0194

Großblatt 18



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D 0000
Jakubowo

3



F 1508/44
Sept 44
F 1507/44
F 1506/44

Mit Haarsensormetern (DNB)

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Maßstab 1:25000
1000 500 0 500 1000 1500 2000

Objektbezeichnung
ES 9a Weggabel
b) Punktbezeichnung
ES 9d 73



Bildplan

Entzerrungsunterlage
Karte: 102 000 Nr. 0392



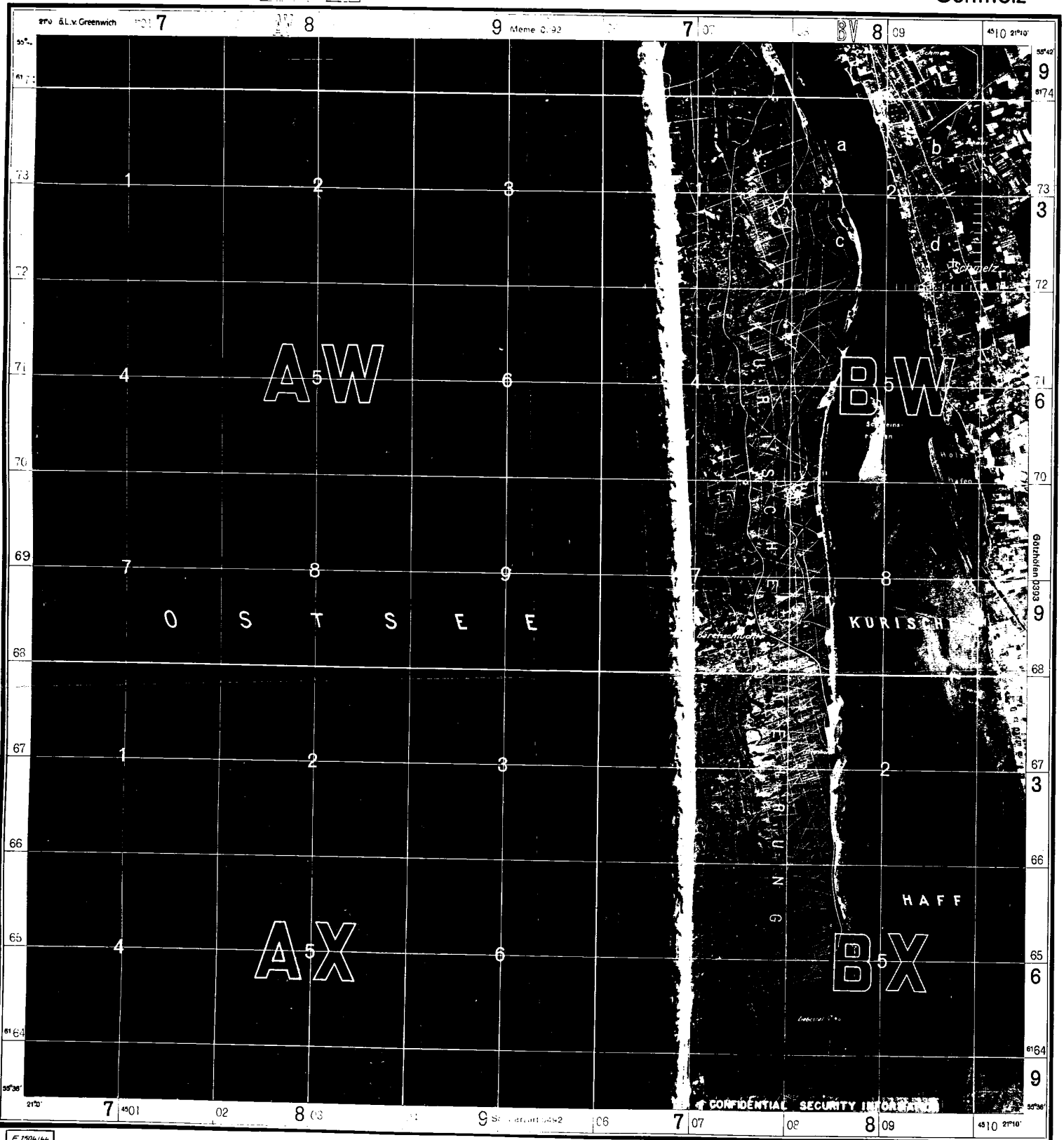
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DT/PM 11a

0392

7

Schmelz



F 1506/44
Sept 44
F 1503/44

Mit Heeresmeldenetz (DHG)

Befl. Lw.

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Meldebeispiel: a) Objektbezeichnung
BW 2b Weggebel
a) Punktbezeichnung
b) Punktbezeichnung



Bildplan

Entzerrungsunterlage
Karte 1:25 000 Nr. 0593

Großblatt 1



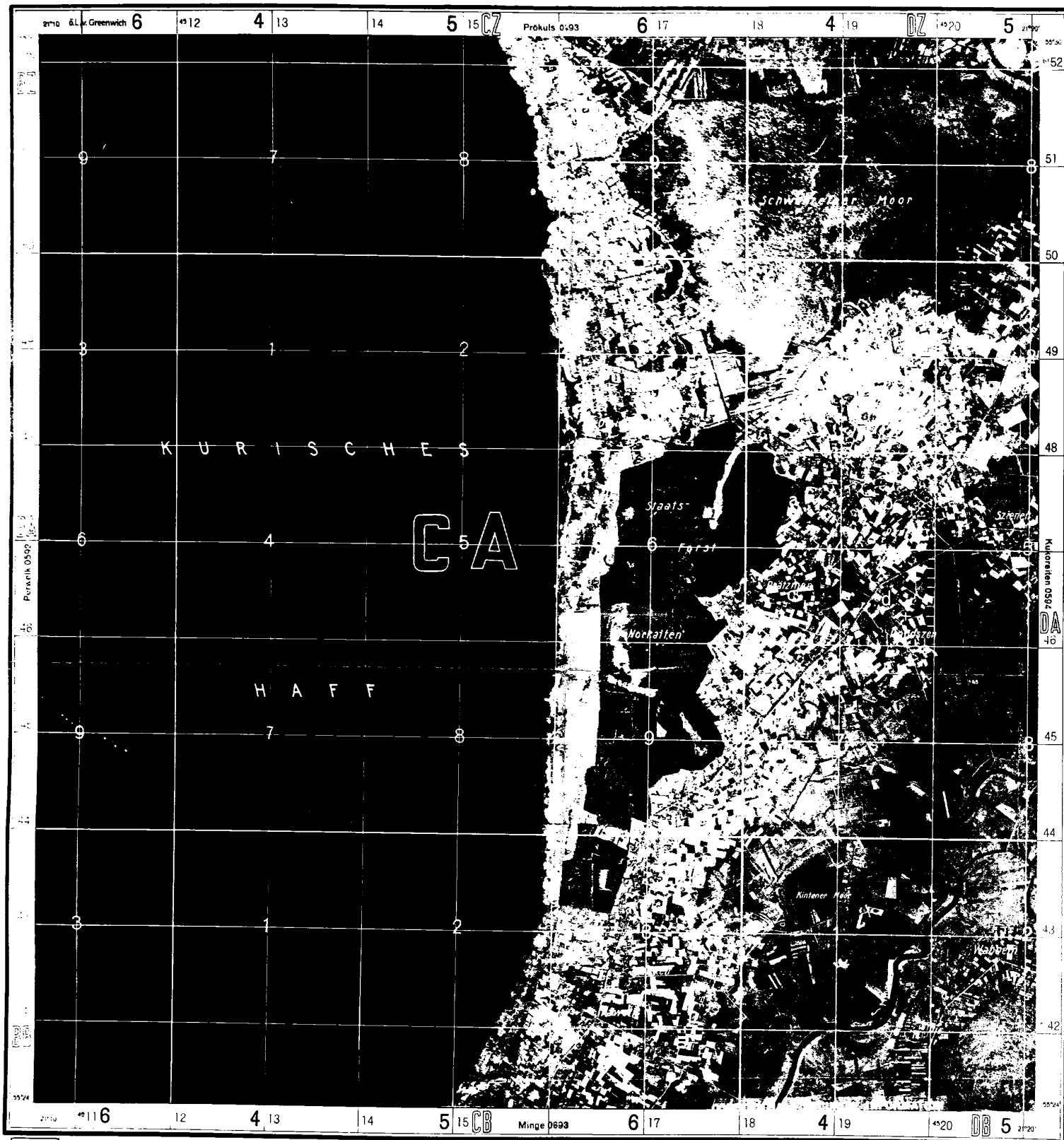
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Als Schneekarte geeignet

Das ist ein geheimes Gegenstand.
Mißbrauch ist strafbar.

D 0593
Kinten

12



1193

Sept 44

1192

Ref. 44

Mit Heeresmeldenetz (DHG)

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Entzerrungsunterlage
Karte 1:25 000 Nr. 0794

Großblatt 1

pprov

Als Schießkarte geeignet

Das ist ein geheimer Gegenstand
Menschheit ist einleibig

0794 16
Ruß

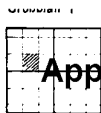
Mit Haarspieldesetz (DHG)

Maßstab 1:25000

Meldebeispiel: a) Objektmeldung
ED 9 c Straßenkreuz
b) Punktmeldung
ED 8 d 73

Bildplan

Entzerrungsunterlage
Karte 1:25 000 Nr. 0494

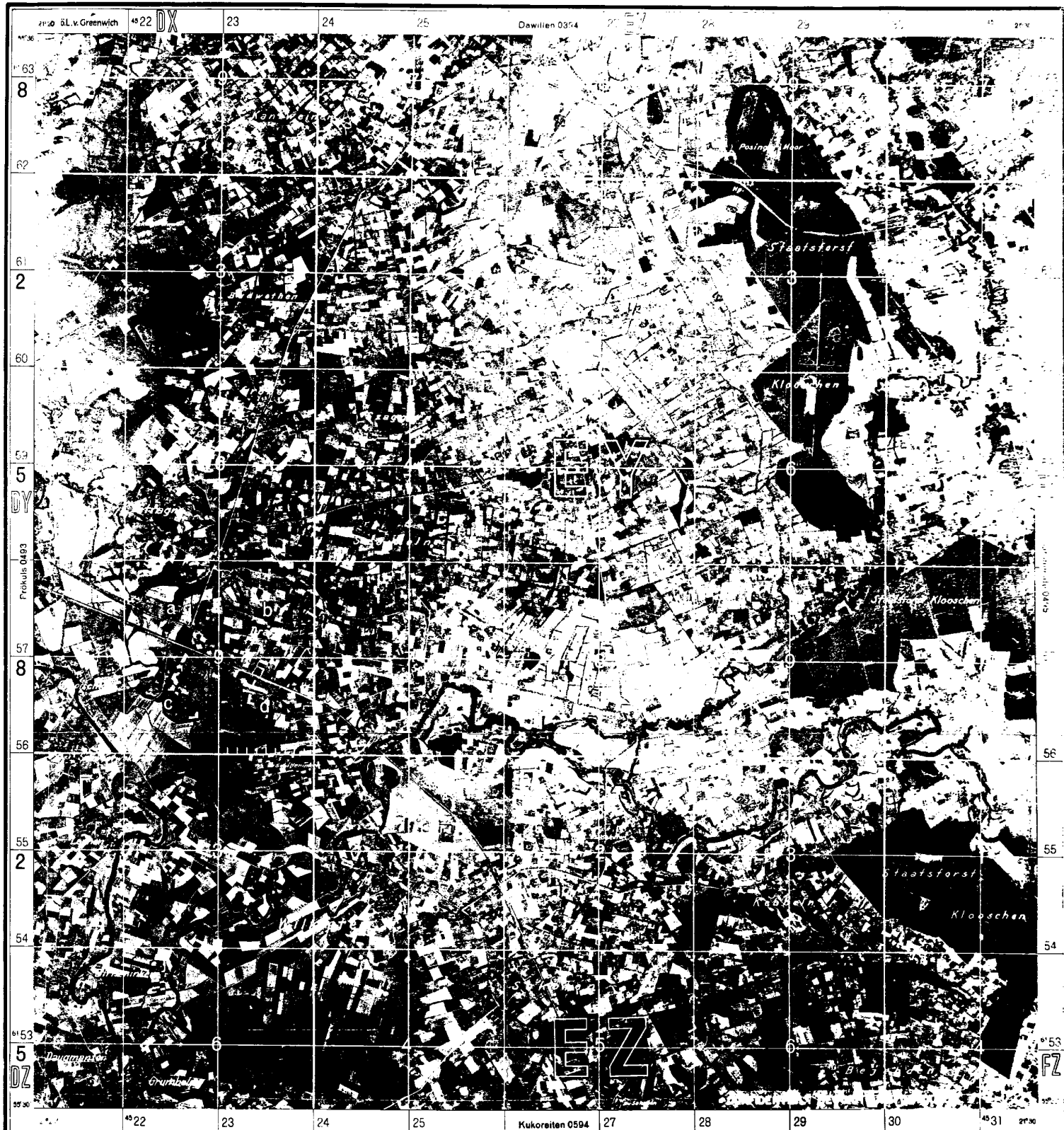


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DT/PM 16a

D 0494

Wilkieten 11



1502
1501
Sept 44
Befl. Lw.

Mit Heeresmeldenetz (DHG)

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Maßstab 1:25 000

Meldebeispiel: a) Objektmeldung
b) Bahnhofsangang
c) Bahnhofsangang



Entzerrungsunterlage
Karte 1:25000 Nr. 0493



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Als Schießkarte geeignet

DT/PM 1/9)

D 0493
Prökyls

10



1502

Sept 44
1501

Ref). Lw

Mit Heeresmehrenetz (DHG)

Maßstab 1:25000

Meldebeispiel: a) Objektmeldung
DY 7b Straßengabel
b) Punktmeldung

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Bildplan

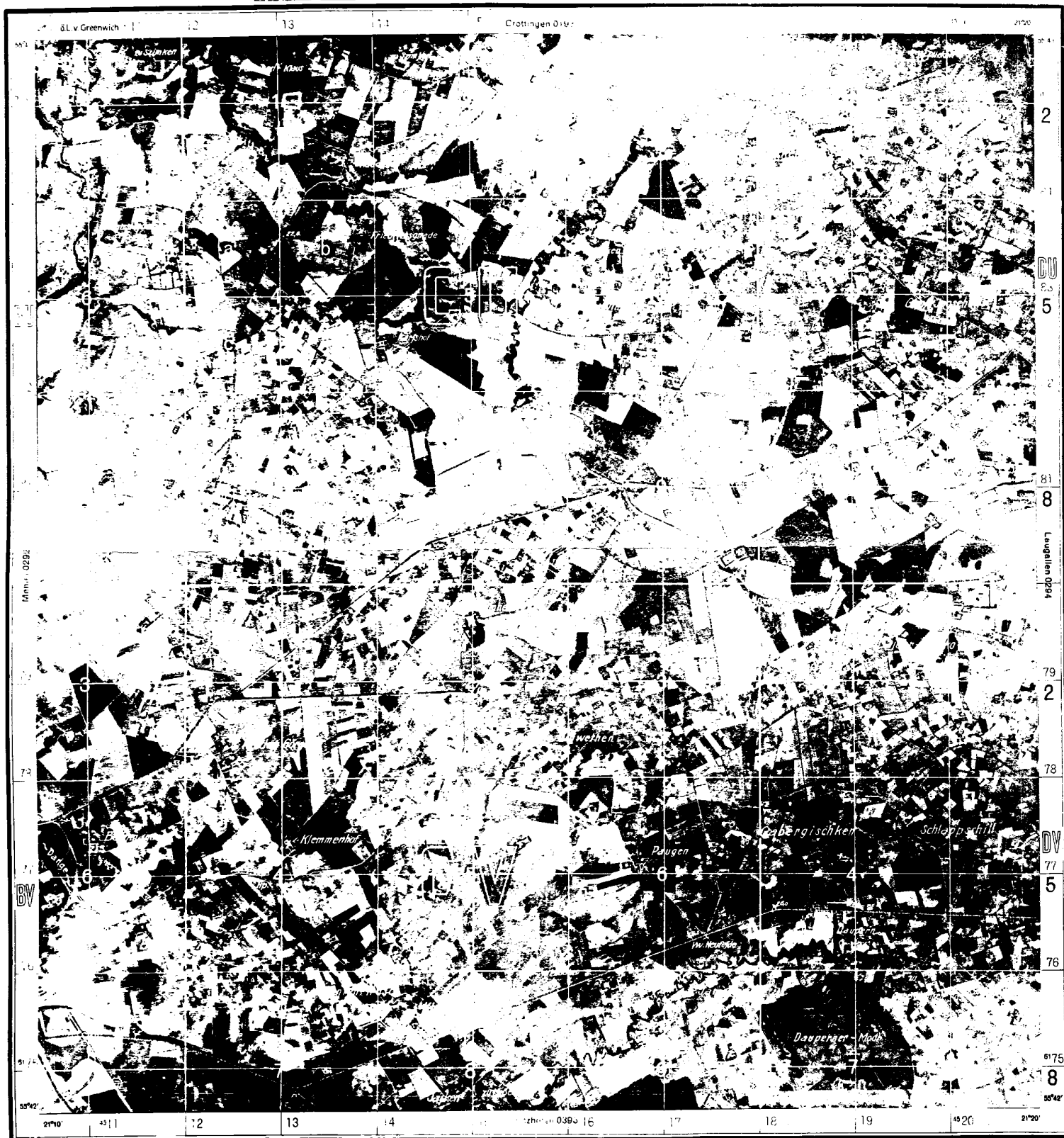
Großblatt 1

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D 0293

5

Plicken



Mit Heeresmeldenetz (DHG)

Maßstab 1:25000

Meldeteispiel: av. Ortsbezeichnung
CU 40 Straßenkreuzung
CU 40 75

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Bildplan

Entzerrungsunterlage
Karte 1:25000 Nr. 0793

Großblatt 1



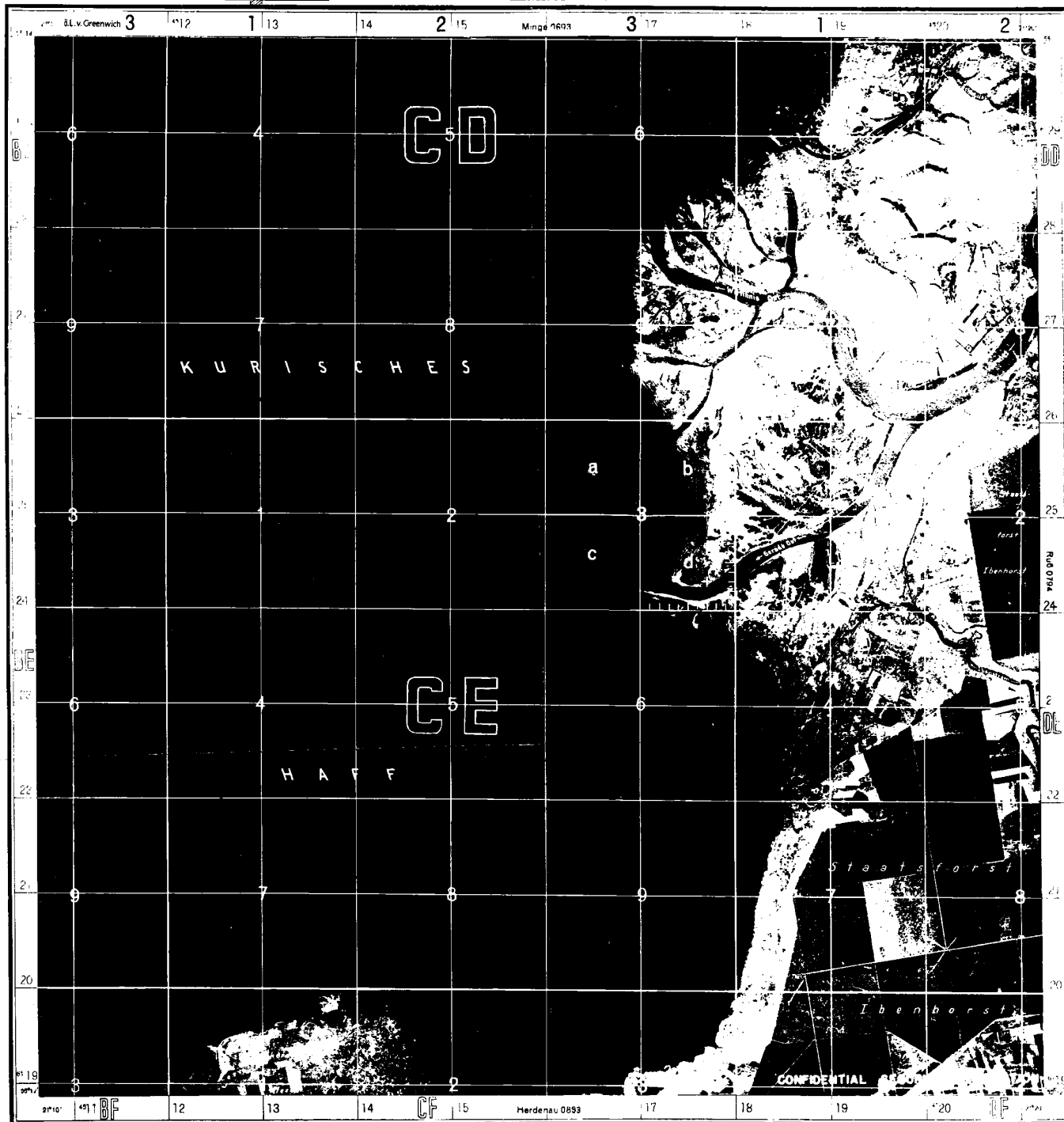
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Es ist ein gefährlicher Gegenstand
Mißbrauch ist verboten

D 0793

Skirwiet 15



1189
Aug. 46
1188
Sept. 46

Befl. Lw.

Mit Heeresmeldenetz (DHG)

Maßstab 1:25000

1000 500 0 500 1000 1500 2000

Meldebeispiel: a) Objektbezeichnung
CE 3 d. Meile
b) Punktbezeichnung
CE 3 d. 73



Entzerrungsunterlage
Karte 1:25 000 Nr. 0693

Großblatt 1

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Mo. 14



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Aug. 44

1190

Mit Heeresmeldenetz (DHG)

Maßstab 1:25 000

Meldebeispiel: a) Objektmeldung
CB 9d Flußbiegung
b) Punktmeldung
CB 9d 73

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